

**Pin Cushion Road**  
**SM-925**  
**St. Mary's County**  
**Loveville Vicinity**  
**17th Century**  
**Public**

Pin Cushion Road extends from its origin with Budds Creek Road (MD 234) northeast for approximately 2.82 miles to its terminus at Point Lookout Road (MD 5). The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to early to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route that connected the lands of Richard Sheppy to the wharf at St. Clements Shore, Pin Cushion Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. Pin Cushion Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located at St. Clements Shore and in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Pin Cushion Road. The road illustrates trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.



Inventory No. SM-925

### 1. Name of Property

(indicate preferred name)

historic Pin Cushion Road

other	County Route 30086; Sheppy Road
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## 2. Location

street and number Election District No. 3, Road runs NE from MD 234 to MD 5 not for publication

city, town      Lovewille      X vicinity

county St. Mary's County

### 3. Owner of Property

(give names and mailing addresses of all owners)

name	St. Mary's County Board of County Commissioners
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street and number	P.O. Box 653, 23115 Leonard Hall Drive	telephone	301-475-4200, ext. 1300
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city, town	Leonardtown	state	MD	zip code	20650
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#### 4. Location of Legal Description

courthouse, registry of deeds, etc.	N/A	liber	folio
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city, town	tax map	tax parcel	tax ID number
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## 5. Primary Location of Additional Data

☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

## 6. Classification

<b>Category</b>	<b>Ownership</b>	<b>Current Function</b>		<b>Resource Count</b>	
<u>      </u> district	<u>X   </u> public	<u>      </u> agriculture	<u>      </u> landscape	<u>Contributing</u>	<u>Noncontributing</u>
<u>      </u> building(s)	<u>      </u> private	<u>      </u> commerce/trade	<u>      </u> recreation/culture	<u>            0                </u>	<u>            0                </u> buildings
<u>X   </u> structure	<u>      </u> both	<u>      </u> defense	<u>      </u> religion	<u>            0                </u>	<u>            0                </u> sites
<u>      </u> site		<u>      </u> domestic	<u>      </u> social	<u>            1                </u>	<u>            0                </u> structures
<u>      </u> object		<u>      </u> education	<u>X   </u> transportation	<u>            0                </u>	<u>            0                </u> objects
		<u>      </u> funerary	<u>      </u> work in progress	<u>            1                </u>	<u>            0                </u> Total
		<u>      </u> government	<u>      </u> unknown		
		<u>      </u> health care	<u>      </u> vacant/not in use		
		<u>      </u> industry	<u>      </u> other:		
				<b>Number of Contributing Resources previously listed in the Inventory</b>	
				<u>            0                </u>	



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## 7. Description

Inventory No. SM-925

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

Pin Cushion Road extends from its origin with Budds Creek Road (MD 234) northeast for approximately 2.82 miles to its terminus at Point Lookout Road (MD 5). The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to early to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

### Location

Pin Cushion Road is located in the central portion of St. Mary's County in the county's Third Election District. The road extends northeast from its starting point at Budds Creek Road (MD 234) and continues in a northeasterly direction to its end point at Point Lookout Road (MD 5). The road crosses Sunnyside Road (SM-907) at mile point 1.2. The entire length of the road is approximately 2.82 miles in length.

### Detailed Description

#### *The Roadway*

Pin Cushion Road is a minor-collector route that varies in width from 18 to 22 feet. The travelway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway, which is paved in asphalt and is in good condition throughout its length. The road's horizontal alignment incorporates gentle curves and several straight-aways. Its vertical alignment is relatively level with several gradual inclines throughout its length. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

#### *The Right-of-Way*

With the exception of the road's terminus, which features formal asphalt-paved shoulders, Pin Cushion Road contains narrow informal, gravel and grassy shoulders throughout its length. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the east side of the road and then along both the east and west sides of the road throughout its remaining length.

#### *The Setting*

Pin Cushion Road traverses a rural/residential area of central St. Mary's County. The road retains early twentieth-century agricultural outbuildings, farm complexes, and dwellings, and several early to mid-twentieth-century dwellings situated on individual lots.

Throughout the first 1.2 miles, the road passes through various farmsteads that retain early twentieth-century outbuildings, including tobacco barns, but feature modern dwellings. Long dirt and gravel driveways lead from Pin Cushion Road to the large farm complexes surrounded by active agricultural lands. A grouping of early twentieth-century outbuildings (SM-789) situated around a modern dwelling is located at mile point 0.6.



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After crossing Sunnyside Road (SM-907) at mile point 1.2, mid- to late-twentieth-century dwellings situated on individual lots characterize the setting adjacent to Pin Cushion Road. An early twentieth-century tobacco barn (SM-790) is visible from the northwest side of the Pin Cushion Road/Sunnyside Road intersection. Large swaths of mature evergreen and deciduous trees intersperse the dwelling lots. A substation is located adjacent to the west side of the road at mile point 2.1, and the associated power lines cross over Pin Cushion Road. Stauffer Mennonite Church (SM-852) is located at mile point 2.2 immediately to the north of the power line. An abandoned circa-1900 dwelling and barn are located across Pin Cushion Road to the east of the church. A Mennonite farmstead, including the surrounding agricultural land, characterizes the western side of the road from mile point 2.2 until mile point 2.6. Several individual late-twentieth-century dwellings are situated within agricultural lands that line the eastern side of the road until mile point 2.6.

Guy Tavern (Loveville Lounge, SM-587), currently vacant, is located at the southwest intersection of Pin Cushion and Point Lookout (MD 5) roads at mile point 2.82. Dense, mature vegetation conceals the J.B. Love House (SM-580) purportedly located at the southeast intersection at the road's terminus.



## 8. Significance

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Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates Unknown

Architect/Builder Unknown

Construction dates Late-17<sup>th</sup> Century-Twentieth Century

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Historical Summary

As a late-seventeenth-century route that connected the lands of Richard Sheppy to the wharf at St. Clements Shore, Pin Cushion Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. Pin Cushion Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located at St. Clements Shore and in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Pin Cushion Road. The road illustrates trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

### Historical Narrative<sup>1</sup>

#### *Summary of Road Building in St. Mary's County*

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.<sup>2</sup>

<sup>1</sup> The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Pin Cushion Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

<sup>2</sup> History Matters, LLC 2006: 7



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One of the oldest documented roads in St. Mary's County stretches from Budd's Creek to Point Lookout and encompasses portions of present-day MD 234 and MD 5. This route roughly parallels the Potomac River and is located approximately five miles inland. Portions of the road are mentioned in historical documents as early as the 1670s.<sup>3</sup>

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.<sup>4</sup>

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.<sup>5</sup>

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.<sup>6</sup>

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.<sup>7</sup>

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the

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<sup>3</sup> History Matters, LLC 2006: 9

<sup>4</sup> History Matters, LLC 2006: 11-15

<sup>5</sup> History Matters, LLC 2006: 20

<sup>6</sup> Hammett 1991: 283-285

<sup>7</sup> History Matters, LLC 2006: 15-25



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twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.<sup>8</sup> By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.<sup>9</sup>

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.<sup>10</sup> As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.<sup>11</sup>

### *Development of Pin Cushion Road*

Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late-eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as Pin Cushion Road, which provided access from inland points south to St. Clements Shore and Leonardtown.<sup>12</sup>

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<sup>8</sup> *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

<sup>9</sup> History Matters, LLC 2006: 33

<sup>10</sup> History Matters, LLC 2006: 40

<sup>11</sup> History Matters, LLC 2006: 41

<sup>12</sup> History Matters, LLC 2006: 12-14



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Pin Cushion Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from Leonardtown to the Patuxent Path.<sup>13</sup> Pin Cushion Road, historically known as Sheppy Road, was most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the lands of seventeenth-century landowner Richard Sheppy to the wharf at St. Clements Shore and Leonardtown. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and St. Clements Shore provided a shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries.<sup>14</sup>

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Pin Cushion Road.<sup>15</sup> However, the road is described in the 1802 county road book as part of the fourth road division of Upper Newtown Hundred. The book describes the path as "Beginning at the mouth of Shippy's [Sheppy's] road and with said road as far as the fork of the road near Morgans Tavern."<sup>16</sup> This describes the entire length of present-day Pin Cushion Road from its origin at Budds Creek Road (MD 234) to its intersection with Point Lookout Road (MD 5).<sup>17</sup>

As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 Atlas illustrates Pin Cushion Road, which closely follows its present-day alignment.

Pin Cushion Road purportedly derives its name from one of two sources. The first notion is that the road was named for a pin cushion-like bush once located at the intersection of Pin Cushion and Sunnyside roads. The second notion is that the road is named after a large oak tree that featured a pin cushion-like knot on its trunk.<sup>18</sup>

In 1939, Amish farmers emigrated from Lancaster County, Pennsylvania, to the Mechanicsville area north of Loveville. The promise of un-crowded conditions, inexpensive land, and liberal education laws attracted many Amish families to the county between 1939 and 1940.<sup>19</sup>

In the early 1940s, after hearing their Amish neighbors extol the benefits of St. Mary's County, approximately 40 Mennonite families from Lancaster County, Pennsylvania, bought farms and moved to the farmland area surrounding

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<sup>13</sup> Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

<sup>14</sup> Pete Himmelheber, St. Mary's County Historical Society, interview with Emma Young, 10 April 2008, notes on file at A.D. Marble & Company, Owings Mills, Maryland.

<sup>15</sup> Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

<sup>16</sup> St. Mary's County, *County Road Book*, Upper Newtown Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

<sup>17</sup> *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

<sup>18</sup> Pete Himmelheber, St. Mary's County Historical Society, interview with Emma Young, 10 April 2008, notes on file at A.D. Marble & Company, Owings Mills, Maryland; None of these vegetative features were located during the survey.

<sup>19</sup> Hammett 1991: 443



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Loveville.<sup>20</sup> The Mennonite families call themselves the "Plain" folk and adhere strictly to their 18 articles of faith, which form the basis of their way of life separated from 'this world's ways.' The Mennonites also refer to themselves as the "Stauffer" Mennonites as about one-half of the St. Mary's County's Mennonite families have the surname of "Stauffer." Most of the Mennonites are farmers or are engaged in work with their hands, such as furniture making and repair, that enables them to remain on or close to the family farm. Due to interest in maintaining the cohesiveness of the Mennonite community, they use no motorized machinery, except to supply power to belt-driven machinery, and use horse traction for travel and farming.<sup>21</sup>

Stauffer Mennonite Church (SM-852) is located at mile point 2.2 on the west side of Pin Cushion Road. The plain one-story structure was erected in the early 1940s after the Mennonites migrated to St. Mary's County. Two L-shaped, open-front sheds border the structure and are used as hitching places for the horse-drawn buggies during Sunday worship. Several Mennonite farm complexes are also located along Pin Cushion Road. These complexes typically consist of a large, highly altered, frame dwelling clad in synthetic siding, with no stylistic detailing or embellishment. A few of the farms also contain smaller dwellings that most likely house the grandparents of each family. A series of agricultural outbuildings, as well as a buggy shed, are located to the sides or rear of the dwelling.

There are no extant architectural resources dating to the eighteenth or nineteenth centuries immediately adjacent to Pin Cushion Road. Two *circa*-1900 dwellings are located at mile points 2.2 and 2.4; however, the former is abandoned. Several farmsteads interspersed with individual dwellings dating to the late-twentieth-century, particularly near its intersection with Sunnyside Road, characterize the length of roadway from its origin to its terminus. Consequently, the road has been widened and improved to meet current design standards and safety criteria.

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<sup>20</sup> Hammett 1991: 447; The Mennonite sect was founded in Zurich, Switzerland, in 1525, and the name originated with Menno Simons, an early preacher of the doctrines of faith. Since the Amish religion is a division of the Mennonite sect, many of the religious beliefs and customs based on religion are similar.

<sup>21</sup> Hammett 1991: 447



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## 9. Major Bibliographical References

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*See Continuation Sheets.*

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## 10. Geographical Data

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Acreage of surveyed property 2.82 miles  
Acreage of historical setting Approximately 2.82 miles  
Quadrangle name Leonardtown, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

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### Verbal boundary description and justification

The surveyed area of Pin Cushion Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

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## 11. Form Prepared by

---

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	41-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



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1998 *Saving Historic Roads: Design and Policy Guidelines*. New York, New York: John Wiley & Sons, Inc.

Maryland Historical Trust

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Pogue, Robert E. T.

1973 *Yesterday in Old St. Mary's County*. Bushwood, Maryland: Robert E. T. Pogue.

Ranzetta, Kirk.



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2000 *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form.

St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

United States Geological Survey.

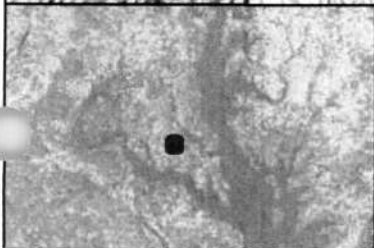
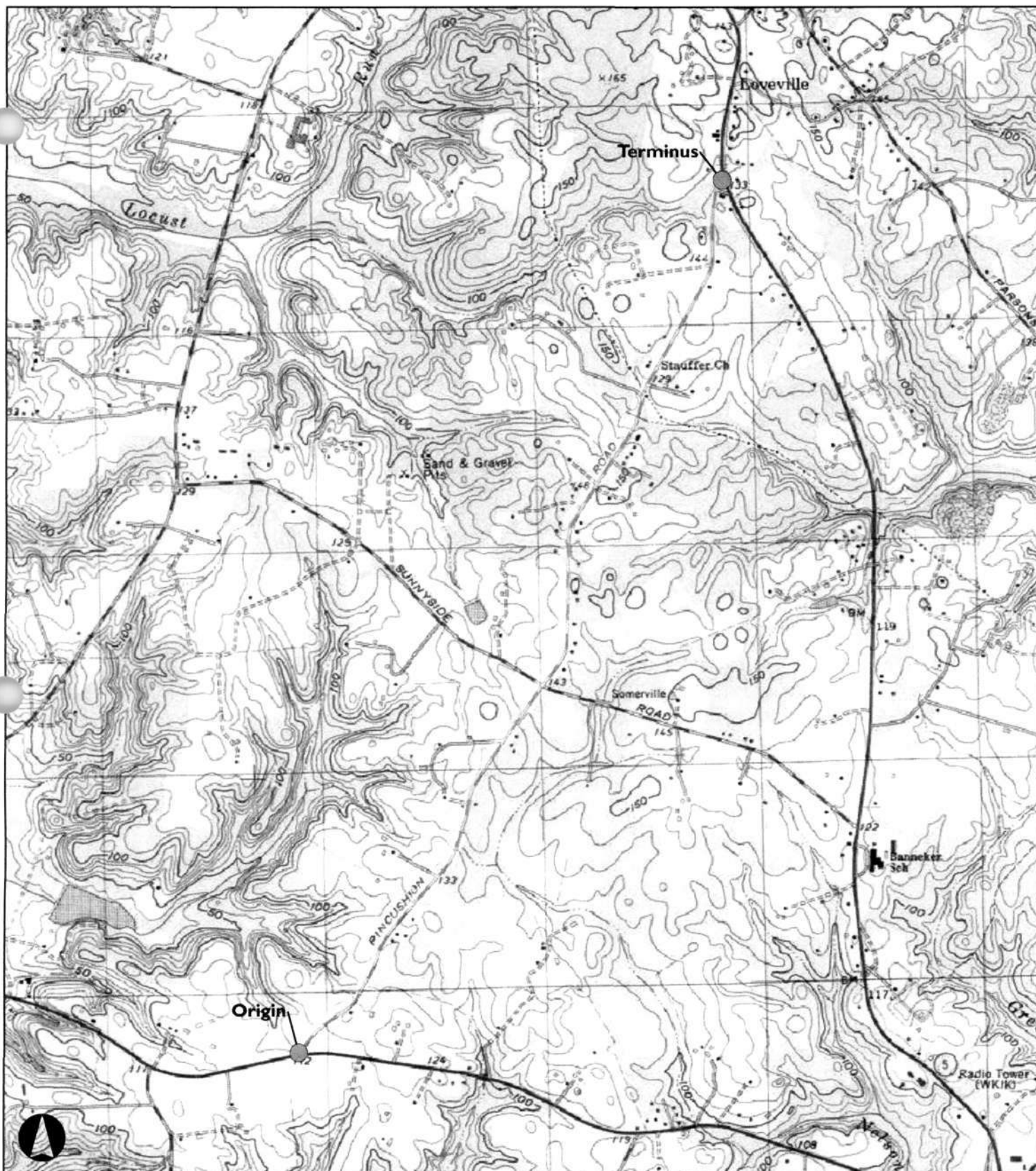
1943 *Leonardtown, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)


1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)





 Road Alignment 2005

2,000  
 Feet

## Pin Cushion Road

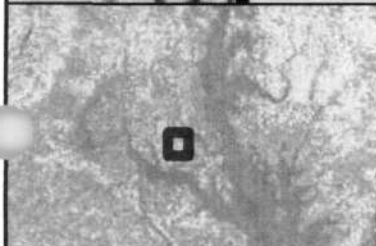
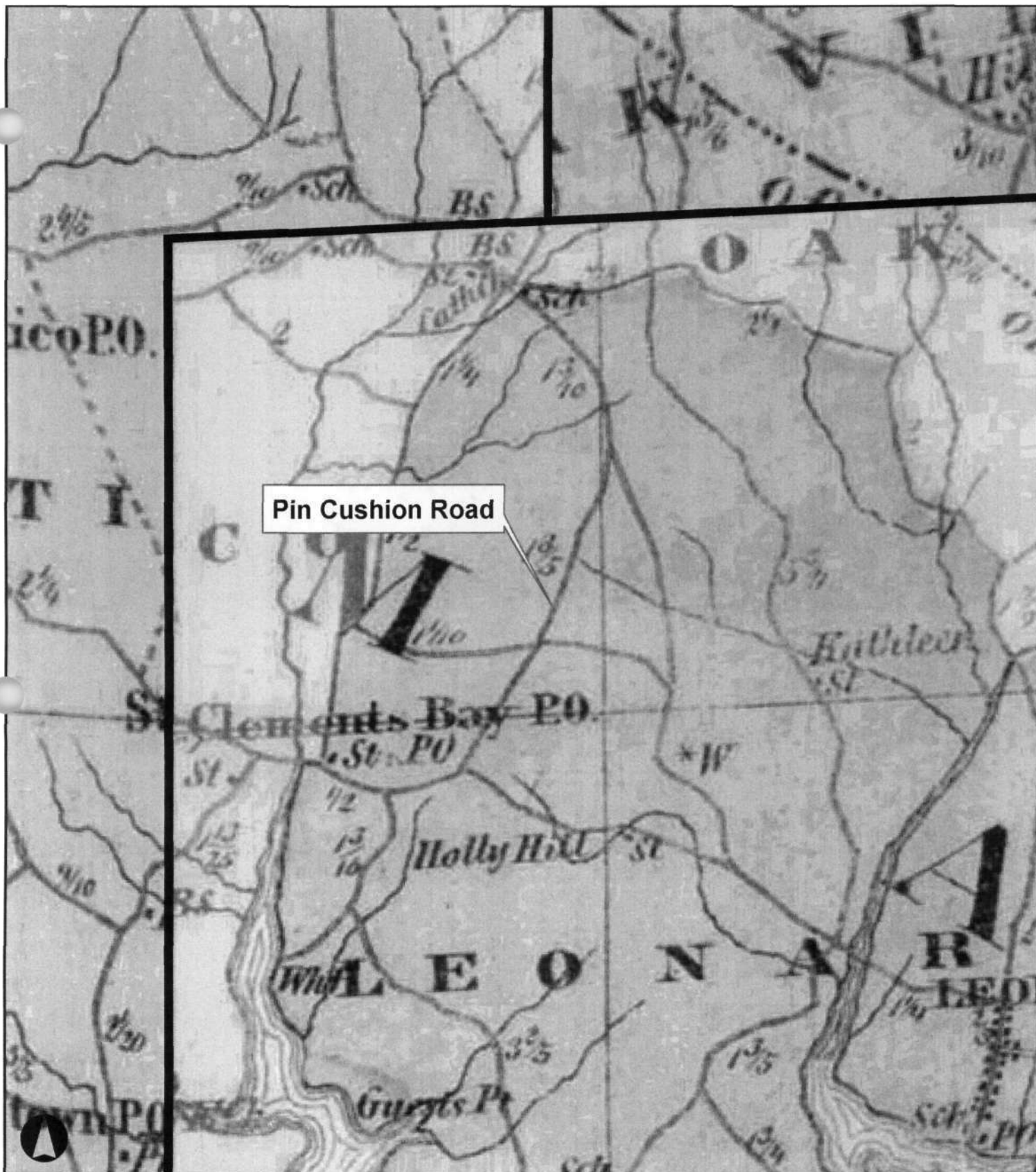
SM-925

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)

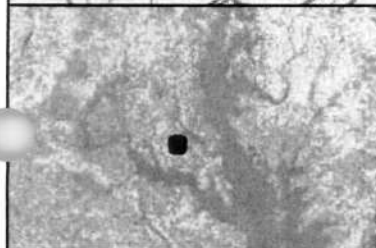
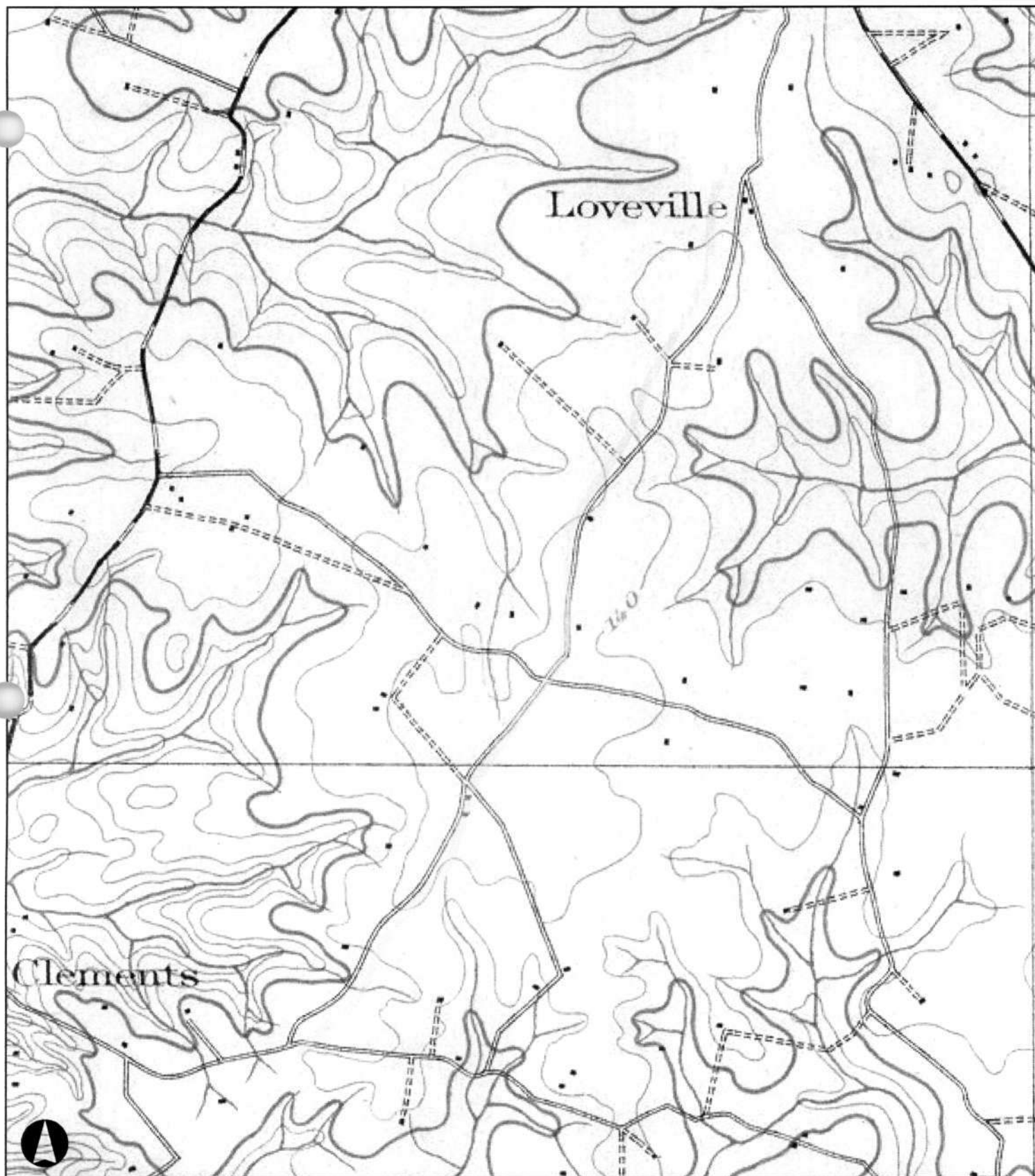





2,000  
Feet

**Pin Cushion Road**  
SM-925  
Loveville Vicinity  
St. Mary's County, MD  
Source: 1865 Martenet Atlas





 Road Alignment 2005

2,000  
 Feet

**Pin Cushion Road**

SM-925

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)



**Pin Cushion Road  
SM-925  
Resource ID Map**



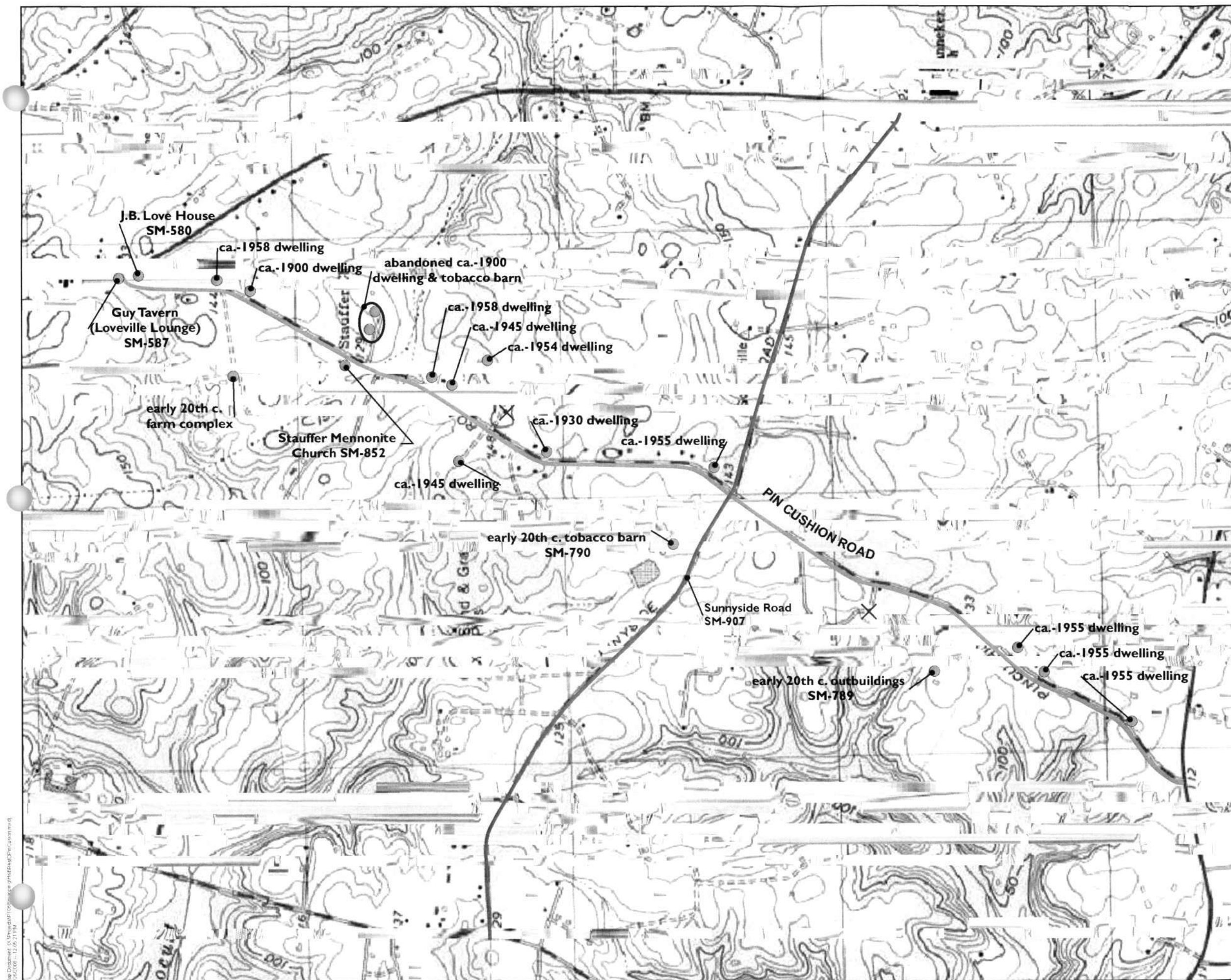
- ✕ Resource Not Extant
- Extant Resource
- Pin Cushion Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.

**Loveville Vicinity  
St. Mary's County, Maryland**

1,000 0 1,000  
Feet

June 2008







**Pin Cushion Road  
SM-925  
Photograph Location Map**



- Photo Locations
- Pin Cushion Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.

**Loveville Vicinity  
St. Mary's County, Maryland**

1,000 0 1,000  
Feet

June 2008



**Pin Cushion Road (SM-925)**

**Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008**

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-925_200804_01	SM-925	Pin Cushion Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking south to intersection of Budds Creek Road (MD 234)	1 of 18
SM-925_200804_02	"	"	"	"	"	Mile Point 0.1, looking northeast	2 of 18
SM-925_200804_03	"	"	"	"	"	Mile Point 0.6, view shed looking northwest to early 20 <sup>th</sup> -century outbuildings and modern dwelling	3 of 18
SM-925_200804_04	"	"	"	"	"	Mile Point 0.6, looking north	4 of 18
SM-925_200804_05	"	"	"	"	"	Mile Point 1.0, looking southwest	5 of 18
SM-925_200804_06	"	"	"	"	"	Mile Point 1.0, looking north	6 of 18
SM-925_200804_07	"	"	"	"	"	Mile Point 1.2, looking north to intersection with Sunnyside Road (SM-907)	7 of 18
SM-925_200804_08	"	"	"	"	"	Mile Point 1.2, looking north to intersection with Sunnyside Road (SM-907)	8 of 18
SM-925_200804_09	"	"	"	"	"	Mile Point 1.9, looking southwest	9 of 18
SM-925_200804_10	"	"	"	"	"	Mile Point 1.9, looking northeast	10 of 18
SM-925_200804_11	"	"	"	"	"	Mile Point 2.2, looking northwest to Stauffer Mennonite Church (SM-852)	11 of 18
SM-925_200804_12	"	"	"	"	"	Mile Point 2.2, looking northeast to abandoned ca.-1900 dwelling and barn	12 of 18
SM-925_200804_13	"	"	"	"	"	Mile Point 2.2, looking south	13 of 18
SM-925_200804_14	"	"	"	"	"	Mile Point 2.5, view shed looking northwest to early 20 <sup>th</sup> -century farm complex	14 of 18

SM-925



SM-925_200804_15	“	“	“	“	“	Mile Point 2.5, looking north	15 of 18
SM-925_200804_16	“	“	“	“	“	Mile Point 2.8, looking south	16 of 18
SM-925_200804_17	“	“	“	“	“	Mile Point 2.8, looking northwest to Guy Tavern (Loveville Lounge, SM- 587)	17 of 18
SM-925_200804_18	“	“	“	“	“	Mile Point 2.8, looking northeast to intersection with MD 5	18 of 18

SM-925





Mile Point 0.0, looking south to intersection of Budds Creek Road (MD 235)  
Photo 1 of 18



Mile Point 0.1., looking northeast  
Photo 2 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 0.6, view shed looking northwest to early twentieth-century outbuildings and modern dwelling  
Photo 3 of 18



Mile Point 0.6, looking north  
Photo 4 of 18

**SM-925  
Pin Cushion Road  
St. Mary's County, Maryland**

**Photographer: E. Young  
April 2008  
MD SHPO**





Mile Point 1.0, looking southwest  
Photo 5 of 18



Mile Point 1.0, looking north  
Photo 6 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 1.2, looking north to intersection with Sunnyside Road  
Photo 7 of 18



Mile Point 1.2, looking north to intersection with Sunnyside Road  
Photo 8 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 1.9, looking southwest  
Photo 9 of 18



Mile Point 1.9, looking north  
Photo 10 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 2.2, looking northwest to Stauffer Mennonite Church (SM-852)  
Photo 11 of 18



Mile Point 2.2, looking northeast to abandoned ca.-1900 dwelling and barn  
Photo 12 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 2.2, looking south  
Photo 13 of 18



Mile Point 2.5, view shed looking northwest to early twentieth-century farm complex  
Photo 14 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 2.5, looking north  
Photo 15 of 18



Mile Point 2.8, looking southwest  
Photo 16 of 18

**SM-925  
Pin Cushion Road  
St. Mary's County, Maryland**

**Photographer: E. Young  
April 2008  
MD SHPO**





Mile Point 2.8, looking northwest to Guy Tavern (Loveville Lounge, SM-587)  
Photo 17 of 18



Mile Point 2.8, looking northeast to intersection with MD 5  
Photo 18 of 18

**SM-925**  
**Pin Cushion Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**







SM-925

Pin Cushion ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.0, looking S to intersection of Budds Creek  
ROAD (MD 235)

Photo # 1 of 5







SM-925

Pin Cushion ROAD

St. MARY'S COUNTY, MD

ENJOYING

04.2008

MD STPO

Mile point 1.0, Looking N

Photo # 2 of 5







SM-925  
Pen cushion ROAD  
St. MARY'S COUNTY, MD

E. YOUNG

04/2008

MD SHPO

Mile point 2.2, Looking NW to Stauffer Mennonite Church  
(SM-852)

Photo # 3 of 5







SM-925

PIN CUSHION ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 2.5, view shed looking NW to early 20th-c.  
farm complex

Photo # 4 of 5







SM-925

PEN CUSHION ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 2.8, looking NE to intersection with MD 5

Photo # 5 of 5